Approved For Release 2008/07/29 : CIA-RDP90B00170R000200280010-2

DD/S&T# 5314-82

21 Jul 82

Dear Jim

My apologies for the delay in getting this letter to you. It initially went out with an improper address and has just been returned to me.

Sincerely

STAT

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DEPARTMENT OF THE AIR FORCE
HEADQUARTERS UNITED STATES AIR FORCE
WASHINGTON, D.C.

7 Jun 1982

STAT

Central Intelligence Agency
Washington, D.C. 20505

Dear Jim

In order to finalize plans for transfer of a U-2C to the Smithsonian let me briefly recap items we feel are resolved, our proposed solution to more recent concerns of interested parties and those few actions still open.

1. Items resolved:

a. Lockheed and Pratt & Whitney will split the costs involved in preparation and transportation of the U-2C and J-57 Engine to the museum. (Up to $50,000 commitment) ($45-50K estimate).

b. The delivery will be accomplished by truck and will be made to the Smithsonian's Garber Facility.

c. The aircraft will be assembled and displayed at Garber until room is made available in NASM main building.

d. Air Force will bear risk of liability insurance of shipped material above standard commercial carrier liability limit of $250K per truck. This limit is considered sufficient to protect the borrowed support equipment still in active use. The aircraft and engine do not warrant additional coverage as they have been declared surplus.

e. The save-list items identified in Mr. Johnson's letter will be removed and retained for depot stock prior to shipment. (See item 2.a.below).

f. The J-75 P-13B engine is unavailable and will remain so for the foreseeable future.

2. Proposed solutions to other concerns:

a. The museum has expressed a desire to receive a complete aircraft to preserve aviation technology, as well as for exhibit purposes. All visable components of the aircraft will be provided. The save-list components that cannot be provided are still required as spares to our operational aircraft. It is unacceptable to release these assets concurrent with aircraft delivery, but, recognizing that at some future date these items will become surplus, we proposed maintaining a shortage list at our depot and will provide these items as they become surplus.

b. Recently you requested a Baird Atomic sextant of the type used on the early U-2's be obtained and provided. The sextant will be provided if one can be located; search is underway to locate a surplus asset for simultaneous donation.

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c. A surplus tail pipe will be provided with the aircraft as requested by the museum. The U-2 depot will identify an asset and release it to Lockheed for delivery as part of the donated aircraft.

d. The acquisition of a run out J-75 (Non P13-B) by the museum is a new action we feel should be handled separately by the Smithsonian thru normal channels. We do caution that, in our estimation, the U-2C airframe and non J-75 P13-B engine will not be physically compatible and will be counter to the museum's reputation for authenticity.

3. Open actions:

a. During your recent visit you expressed a need for an early July delivery and approval for Lockheed to initiate their refurbishment and shipping preparation. Pending establishment of a firm delivery date, and resolution of support problems that final date might cause, I have sent attached letter to Lockheed, [redacted] authorizing them to initiate refurbishment preparation for shipment. STAT

b. In conversation with [redacted] of the Smithsonian we discussed our proposed action to resolve concerns expressed and believe he understands our position on the save list items and J-75 engines. Discussion of timing and physical constraints of the Garber site, plus requirement to return support equipment to NASA on aircraft delivery truck's return trip, may pose a significant problem in assembly of the aircraft. If delivery occurs prior to clearing of adequate interior space in the Garber facility; the unattractive possibility of Air and Space personnel attempting aircraft disassembly/ reassembly without proper handling equipment results. Our letter to Lockheed suggests: a two month delay in shipping would preclude the problem entirely, as a fall back position, you are exploring availability of handling equipment from NASA at Wallops, or the museum may attempt to replicate necessary devices from Lockheed drawings. STAT

c. Concerning documentation requirements for the transfer, it appears several possibilities exist. We will select the course meeting requirements of AFR 210-4 but accomplishing the paper work with least pain to all. Any route selected seems a formality only and no problems are expected.

4. Hope these actions will resolve immediate concerns of all and this project can be moved to completion smoothly. Appreciate your support and continued dedication.

Sincerely

[redacted] STAT

WILLIAM E. LAWSON, III, Col, USAF
Chief, Special Projects Office
Directorate of Development &
Production, DCS/RD&A

1 Attachment
RDPJ Ltr to Lockheed

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DEPARTMENT OF THE AIR FORCE
HEADQUARTERS UNITED STATES AIR FORCE
WASHINGTON, D.C.

7 Jun 1982

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Lockheed Corporation
Burbank, CA 91520

STAT

Dear

I sincerely appreciate the efforts of you and your company relative to underwriting and facilitating donation of U-2 serial #347 and J-57 SN P610424 to the Smithsonian Museum. This letter is authorization to proceed with those actions Lockheed and Pratt & Whitney generously agreed to fund, preparation and trucking of this historic U-2 to the Smithsonian Garber facility.

Your letter of 17 March 82 adequately addresses those save list items the Air Force must retain as spares to support current operations. I am pleased to say that Det 8 has agreed to the release of a tail pipe to accompany the aircraft delivery. The Air Force feels the normal commercial liability insurance ($250K per truck) will adequately cover the borrowed handling equipment insurance requirements with the aircraft and engine being surplus to Air Force needs. I believe any insurance concern has been previously resolved.

Our conversations with the Smithsonian indicate a late August delivery would be their first choice, but getting the aircraft is more important than any of their delivery date problems. Please consider the Smithsonian request and let me know as to the possibility of a shipping delay to late August. If timing is critical to your funding of preparation and delivery it should be the overriding factor. The Smithsonian plans to place the aircraft in a facility at Garber which has a 30x30 foot door. The area inside is not projected to be cleared to allow its assembly until late August. If delivery occurs prior to facility availability they will (1) assemble outside at delivery time and later disassemble/move in for reassembly, or (2) simply unload and assemble at a later date inside the building. Assembly/disassembly will be far more difficult and hazardous for Smithsonian personnel because the loaned AGE will be returned to California on the aircraft delivery trucks.

If the late August timing is not workable we will pursue other AGE possibilities, such as the museum constructing their own devices from drawings or loan of NASA equipment later.

Sincerely

WILLIAM E. LAWSON, III, Col, USAF
Chief, Special Projects Office
Directorate of Development &
Production, DCS/RD&A

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cc:

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